

1-22. (CANCELED)

23. (CURRENTLY AMENDED) A multi-stage transmission [[in]] of a planetary design, ~~particularly an automatic transmission~~ for a motor vehicle, comprising [[one]] an input shaft (1) and [[one]] an output shaft (2) located in [[one]] a housing (G), first, second and third single-web planetary gear sets (P1, P2, P3), at least third, fourth, fifth, six and seventh ~~seven~~ rotatable shafts ([[1, 2,]]]3, 4, 5, 6, 7), at least six shifting elements (03, 04, 14, 36, 56, 57), including brakes and clutches[[, the]] whose selective engagement ~~of which~~ produces different reduction ratios between the input shaft (1) and the output shaft (2) so that eight forward gears and two reverse gears can be implemented,

input results by ~~one~~ first the input shaft (1) being permanently connected with [[one]] a first element of the planetary gear set (P1)[[.]] and output results via ~~one~~ second the output shaft (2) being permanently connected with a ring gear of the second planetary gear set (P2) and a ring gear of the third planetary gear set (P3), [[one]] the third shaft (3) [[is]] being permanently connected with [[one]] another element of the first planetary gear set (P1), [[one]] the fourth shaft (4) [[is]] being permanently connected with a web of the second planetary gear set (P2) and a web of the third planetary gear set (P3), [[one]] the fifth shaft (5) [[is]] being permanently connected with a ring gear of the first planetary gear set (P1), [[one]] the sixth shaft (6) [[is]] being permanently connected with a sun gear of the second planetary gear set (P2), [[one]] the seventh shaft (7) [[is]] being permanently connected with a sun gear of the third planetary gear set (P3), the third shaft (3) [[is]] being attachable to the housing (g) by [[one]] a first brake (03), the fourth shaft (4) [[is]] being attachable to the housing (G) by [[one]] a second brake (04), [[one]] a first clutch (14) detachably interconnects the input shaft (1) and the fourth shaft (4), [[one]] a second clutch (36) detachably interconnects the third shaft (3) and the sixth shaft (6), [[one]] a third clutch (56) detachably interconnects the fifth shaft (5) and the sixth shaft (6) and [[one]] a fourth clutch (57) detachably interconnects the fifth shaft (5) and the seventh shaft (7).

24. (CURRENTLY AMENDED) The multi-stage transmission according to claim 23, the [[first]] input shaft (1) is permanently connected with a sun gear of the first

planetary gear set (P1) and the third shaft (3) is permanently connected with a web of the first planetary gear set (P1).

25. (CURRENTLY AMENDED) The multi-stage transmission according to claim 23, wherein the [[first]] input shaft (1) is permanently connected with a web of the first planetary gear set (P1) and the third shaft (3) is permanently connected with a sun gear of the first planetary gear set (P1). ♦♦

26. (CURRENTLY AMENDED) The multi-stage transmission according to claim 23, wherein the first planetary gear set (P1) and the third planetary gear set (P3) are ~~designed as~~ plus planetary gear sets and the second planetary gear set (P2) is ~~designed as~~ a minus planetary gear set. ♦♦

27. (CURRENTLY AMENDED) The multi-stage transmission according to claim 23, wherein the second planetary gear set (P2) and the third planetary gear set (P3) are combined as a Ravigneaux planetary gear set with [[one]] a common web and [[one]] a common ring gear. ♦♦

28. (CURRENTLY AMENDED) The multi-stage transmission according to claim 23, wherein the multi-stage transmission includes additional ~~a free wheels can be used in each adequate place.~~ ♦♦

29. (CURRENTLY AMENDED) The multi-stage transmission according to claim 28, wherein the free wheel[[s are]] is provided between at least one of the ~~first, second~~ input, the output, the third, the fourth, the fifth, the sixth and the seventh shafts (1, 2, 3, 4, 5, 6, 7) and the housing (G). ♦♦

30. (CURRENTLY AMENDED) The multi-stage transmission according to claim 23, wherein the input and the output shafts (1, 2) are provided on a same side of the housing (G). ♦♦

31. (CURRENTLY AMENDED) The multi-stage transmission according to claim 23, wherein at least one ~~or more~~ of [[one]] an axle differential and a transfer differential is situated on an input side or on an output side of the multi-stage transmission. ♦♦

32. (CURRENTLY AMENDED) The multi-stage transmission according to claim 23, wherein the input shaft (1) ~~can be~~ is separated from a prime mover by [[one]] a clutch element. ♦♦

33. (CURRENTLY AMENDED) The multi-stage transmission according to claim 32, wherein [[as]] the clutch element is one of a hydrodynamic converter, a hydraulic clutch, a dry starting clutch, a wet starting clutch, a magnetic powder clutch~~[[,~~ or]] and a centrifugal clutch. ♦♦♦

34. (CURRENTLY AMENDED) The multi-stage transmission according to claim 23, wherein an external starting element ~~can be~~ is located in a power flow direction behind downstream of the multi-stage transmission, and the input shaft (1) ~~[[being]]~~ is fixedly connected with a crankshaft of the engine a prime mover. ♦♦♦

35. (CURRENTLY AMENDED) The multi-stage transmission according to claim 23, wherein starting [[off]] results by ~~means~~ engagement of one of the at least six shifting elements (03, 04, 14, 36, 56, 57) of the multi-stage transmission, and the input shaft (1) ~~being~~ is permanently connected with a crankshaft of the engine a prime mover. ♦♦♦

36. (CURRENTLY AMENDED) The multi-stage transmission according to claim 35, wherein the second brake (04) ~~[[can be]]~~ is used as [[a]] the shifting element for starting the multi-stage transmission. ♦♦♦

37. (CURRENTLY AMENDED) The multi-stage transmission according to claim 23, wherein [[one]] a torsional vibration damper ~~can be~~ is situated between an engine a prime mover and the multi-stage transmission. ♦♦♦

38. (CURRENTLY AMENDED) The multi-stage transmission according to claim 23, wherein [[one]] a wear-free brake ~~can be~~ is situated upon each of the at least one of the input, the output, the third, the fourth, the fifth, the sixth and the seventh rotatable shafts. ♦♦♦

39. (CURRENTLY AMENDED) The multi-stage transmission according to claim 23, wherein a power take-off ~~can be~~ is situated upon each of the at least one of the input, the output, the third, the fourth, the fifth, the sixth and the seventh rotatable shafts ~~to drive for driving an additional unit~~[[s]]. ♦♦♦

40. (CURRENTLY AMENDED) The multi-stage transmission according to claim 39, wherein the power take-off ~~can be~~ is situated upon one of the input shaft (1) ~~[[or]]~~ and the output shaft (2). ♦♦♦

41. (CURRENTLY AMENDED) The multi-stage transmission according to claim 23, wherein the at least six shifting elements (03, 04, 14, 36, 56, 57) are designed as one of power shiftable clutches [[or]] and brakes. ◆◆

42. (CURRENTLY AMENDED) The multi-stage transmission according to claim 41, wherein the at least six shifting elements (03, 04, 14, 36, 56, 57) are one or more of multi-disc clutches, band brakes and tapered clutches. ◆◆

43. (CURRENTLY AMENDED) The multi-stage transmission according to claim 23, wherein the at least six shifting elements (03, 04, 14, 36, 56, 57) comprise one or more of [[form]] force-locking brakes and clutches are provided as the shifting elements. ◆◆
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44. (CURRENTLY AMENDED) The multi-stage transmission according to claim 23, wherein an electric machine can be is mounted upon each shaft one of the input shaft, the output shaft, the third shaft, the fourth shaft, the fifth shaft, the sixth shaft and the seventh shaft (1, 2, 3, 4, 5, 6, 7) as one of a generator and an additional prime mover. ◆◆
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